

of Peoria, Ill., and the Order of Railway conductors, headed by A. B. Garretson of Cedar Rapids, Iowa.

The vote of the four brotherhoods, now being canvassed in New York, will give the officers of the unions the right to call a strike, if necessary, to enforce the eight-hour day demand.

This strike, if called, will involve TWO MILLION men, employed by 1,285 railroads, covering 257,211 miles, and will stop the wheels of 2,507,977 cars and 65,099 locomotives.

It will, of course, tie up the nation's traffic completely and cause indirectly an unestimated and inestimable loss to every person in the nation.

What the workers want is this:

Schedule of pay based on moving freight train 100 miles or less, instead of ten hours or less, the present basis.

In other words, the workers want the speed of freight trains increased from a 10-mile-an-hour average to a 12½-mile-an-hour average, in order that they can get home instead of spending two or more extra hours on the road.

Twenty-four railroads already have an eight-hour day, the union men argue, and none of them are run by receivers.

As a PENALTY for working them overtime, and to insure observation of the eight-hour day, the workers want the railroads to pay them OVERTIME at 1½ times their regular wage whenever heavy trains and frequent switching compel them to work LONGER THAN EIGHT.

Spokesmen for the railroads contend that the men's real fight is for higher wages, not for shorter hours. They expect to collect the penalty, the railroads say, knowing that the eight-hour day is not practical.

To meet the men's demands, according to Elisha Lee, chairman of the conference committee of eastern railroads, would require either a

shortening of divisions or a decrease in length and increase in number of trains, to make greater speed possible.

It would cost \$100,000,000—a dollar a year for every inhabitant of the United States—to grant the men's demands for a single year, the railroad officials assert.

Again this claim the union men maintain it would not cost the railroads one-quarter of that amount if they would shorten hours instead of keeping hours at their present length and paying the overtime penalty.

And the railroads can well afford to pay the probable cost—\$20,000,000 to \$25,000,000—in view of their increased profits and the greater receipts, coupled with the fact that railroad men are giving the roads greater service, because of longer trains and stronger engines, than ever before; such is the union's answer.

The New York Central's profits this year, for instance, will be 21.1 per cent, union officials say!

"NO RIOTS!" IS UNION'S ORDER

By Edward Hooker
Publicity Director for the Four Railroad Brotherhoods

In the event of a strike there will be no rowdism or destruction of property, as the transportation brotherhoods are determined that the public shall see that the employees are quite peace-loving citizens, whose only object in this controversy is to secure better working hours by peaceful means.

WHY DEAD HORSES ARE LEFT LYING IN STREETS

"One of the reasons that dead animals have been left on the streets so long," said a union teamster today, "is that the teamsters employed by the Canal Melting Co., formerly the Globe Rendering Co., are on strike. All drivers and chauffeurs hauling dead animals are strike-breakers."